



Summer 2020





Locomotive #100 retained its World War II red, white and blue colors until the end of its career in 1966. The squared-off front end was a repair following a 1914 collision. Eugene Van Dusen photo.

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**The Anoka Line, Part 2
1943-1966**

-Russell Olson and Aaron Isaacs

Editor's note: This story is an edited version of Russ Olson's chapter from Electric Railways of Minnesota, published in 1976. Previously unpublished material including photos has been added.

Northern Ordnance Inc.

In 1943 the Northern Pump Co., Minneapolis, received a government defense contract for the manufacture of naval artillery. A wholly-owned subsidiary, Northern Ordnance Inc., was organized which constructed a sprawling manufacturing plant at 48th Ave. N.E. and Marshall St., Fridley, situated between the tracks of the Minneapolis Anoka & Cuyuna Range and Great Northern/Northern Pacific joint main line. Searching for a means of transporting workers to and from the plant, the MA&CR was investigated.

On September 7, 1943, Northern Ordnance Inc. acquired all of the capital stock of MA&CR. Its two bus routes were sold on September 7th to W.J. Nickerson who in turn sold them on September 29th, 1943, to the Anoka-Minneapolis Bus Co. This purchase set in motion a whirlwind of activity as time was of the essence.

L. C. Barnes, an engineer from the Twin City Rapid Transit Co., was hired on a consulting basis to determine the feasibility of rebuilding the entire line to Anoka and keeping it in operation. The results of his investigation indicated that the costs of the extensive reconstruction necessary would far exceed any anticipated freight revenues; as it was the line was just paying minimum



In 1943 one of the renovated streetcars was dedicated in proper Navy fashion.



Front cover: This issue completes the story of the Minneapolis, Anoka & Cuyuna Range, which survived to become part of America's war effort. By the early 1950s the passenger service was over, but the three TCRT-built cars and locomotive #100 spent most of their time sitting in the small yard along East River Road. Barney Stone photo.



Located beyond the reach of Twin City Lines, Northern Ordinance bought the MA&CR to connect with the 2nd Street NE line, plus shuttle buses to the Columbia Heights and Camden lines. Here is the printed timetable.



For a short time during 1943 Car #3 was kept in Anoka to switch freight cars.

maintenance costs. Needed were new ties, new rail bonds, new overhead poles, additional ballast, straightening most of the rail, and rebuilding a large fill which was eroding. The trolley wire was all that was in good condition. The decision was made to abandon the line from a point near Nelson (just south of today's I-694), to Anoka, a distance of 13.13 miles.

The trackage from 30th Ave. N.E. and Marshall St. in Minneapolis, to Nelson was completely rebuilt together with some track relocation and new track construction. Extensive trackage was built serving the manufacturing plant complex. Crushed rock ballast was used throughout and 80-pound T rail replaced much of the original 56-pound rail. Soo Line Ry. performed all

Northern Ordinance Incorporated Plant Bus Schedule

(Week days—Monday thru Friday)

COLUMBIA HEIGHTS LINE

PLANT	40TH & 5TH ST. N.E.
Lv*... 4:15 A.M.	Ar... 4:25 A.M.
Ar*... 4:35 A.M.	Lv... 4:25 A.M.
Lv*... 4:45 A.M.	Ar... 4:55 A.M.
Ar... 6:15 A.M.	Lv... 6:05 A.M.
Lv... 6:15 A.M.	Ar... 6:25 A.M.
Ar... 6:45 A.M.	Lv... 6:35 A.M.
Lv... 6:50 A.M.	Ar... 7:00 A.M.
Ar... 7:15 A.M.	Lv... 7:05 A.M.
Lv... 4:45 P.M.	Ar... 4:55 P.M.
Ar... 5:15 P.M.	Lv... 5:05 P.M.
Lv... 5:15 P.M.	Ar... 5:25 P.M.
Ar... 5:45 P.M.	Lv... 5:35 P.M.
Lv... 5:45 P.M.	Ar... 5:55 P.M.
Ar... 6:05 P.M.	Lv... 5:55 P.M.
Lv... 6:15 P.M.	Ar... 6:25 P.M.
Ar... 7:05 P.M.	Lv... 6:55 P.M.

*NOTE: Not run on Mondays.

Saturday Schedule

Saturday morning schedule same as week days.

Lv... 2:45 P.M.	Ar... 2:55 P.M.
Ar... 3:15 P.M.	Lv... 2:55 P.M.
Lv... 3:15 P.M.	Ar... 3:25 P.M.
Ar... 3:45 P.M.	Lv... 3:35 P.M.
Lv... 3:45 P.M.	Ar... 3:55 P.M.
Ar... 4:15 P.M.	Lv... 4:05 P.M.

Sunday Schedule

Lv... 2:45 A.M.	Ar... 2:55 A.M.
Ar... 3:15 A.M.	Lv... 2:55 A.M.
Lv... 3:15 A.M.	Ar... 3:25 A.M.
Ar... 3:45 A.M.	Lv... 3:35 A.M.
Lv... 6:50 A.M.	Ar... 7:00 A.M.
Ar... 7:20 A.M.	Lv... 7:00 A.M.

Lv... 12:15 P.M.	Ar... 12:25 P.M.
Ar... 12:35 P.M.	Lv... 12:25 P.M.
Lv... 6:50 P.M.	Ar... 7:00 P.M.
Ar... 7:20 P.M.	Lv... 7:00 P.M.
Lv... 8:45 P.M.	Ar... 8:55 P.M.
Ar... 9:15 P.M.	Lv... 8:55 P.M.
Lv... 12:15 A.M.	Ar... 12:25 A.M.
Ar... 12:45 A.M.	Lv... 12:25 A.M.

CAMDEN PARK LINE

PLANT	WASHINGTON & LYNDALE AVES.
Lv*... 4:15 A.M.	Ar... 4:25 A.M.
Ar*... 4:35 A.M.	Lv... 4:25 A.M.
Lv*... 4:45 A.M.	Ar... 4:55 A.M.
Ar... 6:15 A.M.	Lv... 6:05 A.M.
Lv... 6:15 A.M.	Ar... 6:25 A.M.
Ar... 6:45 A.M.	Lv... 6:35 A.M.
Lv... 6:50 A.M.	Ar... 7:00 A.M.
Ar... 7:15 A.M.	Lv... 7:05 A.M.
Lv... 4:45 P.M.	Ar... 4:55 P.M.
Ar... 5:15 P.M.	Lv... 5:05 P.M.
Lv... 5:15 P.M.	Ar... 5:25 P.M.
Ar... 5:45 P.M.	Lv... 5:35 P.M.
Lv... 5:45 P.M.	Ar... 5:55 P.M.
Ar... 6:05 P.M.	Lv... 5:55 P.M.
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Lv... 3:45 P.M.	Ar... 3:55 P.M.
Ar... 4:15 P.M.	Lv... 4:05 P.M.

Sunday Schedule

Lv... 2:45 A.M.	Ar... 3:05 A.M.
Ar... 3:15 A.M.	Lv... 3:05 A.M.
Lv... 3:15 A.M.	Ar... 3:35 A.M.
Ar... 3:45 A.M.	Lv... 3:35 A.M.
Lv... 6:50 A.M.	Ar... 7:10 A.M.
Ar... 7:20 A.M.	Lv... 7:10 A.M.

Lv... 12:25 P.M.	Ar... 12:15 P.M.
Ar... 12:35 P.M.	Lv... 12:25 P.M.
Lv... 6:50 P.M.	Ar... 7:10 P.M.
Ar... 7:20 P.M.	Lv... 7:10 P.M.
Lv... 8:45 P.M.	Ar... 9:05 P.M.
Ar... 9:15 P.M.	Lv... 9:05 P.M.
Lv... 12:15 A.M.	Ar... 12:35 A.M.
Ar... 12:45 A.M.	Lv... 12:35 A.M.

Minneapolis, Anoka & Cuyuna Range Railroad

STREETCAR PASSENGER SCHEDULE

— between —

Northern Ordinance Incorporated Plant and 30th Ave. N. E. and Marshall Street N. E., Minneapolis, Minn.

Leave Northern Ordinance Incorporated Plant every 30 minutes starting at... 12:15 A.M.

Leave 30th Ave. N. E. and Marshall St. N. E. every 30 minutes starting at... 12:00 Midnight

NOTE: Streetcars run 24 hours daily.

EFFECTIVE: OCTOBER 11, 1943



This is the southern end of the line at 30th Avenue and Marshall Street, across the street from the Riverside Power Plant. The waiting shelter was built new in 1943. Minnesota Historical Society collection.



A block north of the waiting shelter a south-bound car crosses the Northern Pacific spur leading into the Riverside power plant. It ran along 31st Avenue. Minnesota Historical Society collection.



Just north of St. Anthony Boulevard, the MA&CR and Marshall Street passed under the Soo Line. Minnesota Historical Society collection.



Locomotive #100 works the Soo Line interchange, just east of the above photo. The passenger line and Marshall Street can be seen in the distance.

of this work on a time-and-material basis which took about one month and required the use of a work train consisting of 2 bunk cars, 1 dining car and 1 kitchen car.

TCRT did not want to connect with the MA&CR track as they were afraid the City of Minneapolis would insist that they furnish passenger service to the city limits at 37th Ave. N.E., which had been an official proposal in the 1919 city streetcar franchise. TCRT did agree to build track on 30th Ave. N.E. from its wye at Grand Street to within 25 feet of the existing MA&CR track at Marshall St. and to install a siding for storage of enough cars to handle Northern Ordnance Inc. workers transferring between lines. MA&CR built a small concrete-block passenger shelter at 30th Ave. N. E. and Marshall Street.

The previous management had been loath to dispose of any equipment, regardless of physical condition. At the time Northern Ordnance acquired the property the following equipment was part of the transaction:

- Electric locomotive 100
- Snow plow-line car 105
- Passenger motor cars 1, 2 and 8
- Four freight trailers
- Flat cars 101-102
- Side-dump car 2
- Work car-caboose 110.

The trucks, motors and controllers from freight-express motor car 5 were still there, but it is not known just when the body of 5 or the body of passenger motor car 7 were scrapped. The

Above right: Looking down from the Soo Line fill at #100 on the interchange. Ed Hedstrom photo.

Right: #100 pushes a car north along East River Road. Minnesota Historical Society collection.





Top left: When the three TCRT-built streetcars were overhauled in 1943 at Snelling Shops, they were set up for double-ended operation and their forward-facing seats were replaced by longitudinal seating for maximum standing capacity.

Top right: Work car #105 was rebuilt in 1944. It received a second controller for double-ended operation. The line car tower was removed from the rear deck and replaced by concrete ballast blocks.

Left: #100 works along East River Road at the switch to the Minneapolis Water Works filtration plant. A Great Northern spur to the waterworks comes in from the right. The Northern Pacific's Northtown Yard is visible in the distance. Norm Podas photo.

two flat cars were completely rehabilitated, receiving new decks in the process and were re-numbered Northern Ordnance 1 and 2. The three passenger cars were shipped to TCRT's Snelling Shops and completely rebuilt for double-end operation during September and October, 1943; appearance was nearly identical to TCRT 1230 (the Fort Snelling shuttle car) except that longitudinal seats exclusively were installed; the cars were re-numbered 1, 2 and 3.

The company's records indicate that two of the rebuilt passenger cars began operating October 18, 1943. A government requisition to remove the rail on the abandoned portion of the line was effective November 2, 1943. Dismantling operations began November 8th.

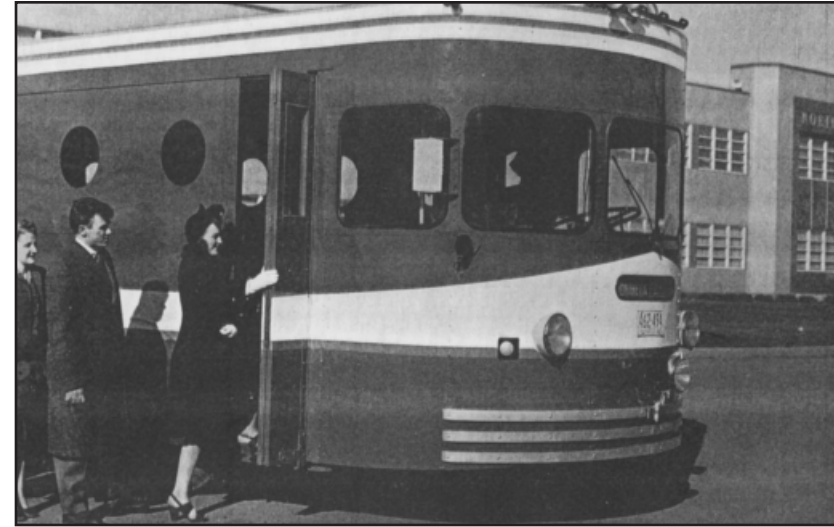
Meanwhile negotiations were in progress with the objective of having the GN Ry. take over the Lincoln Mill spur track in Anoka plus that portion of the MA&CR main line from the spur connection southerly to Cross St. (just beyond the Anoka carhouse) which served four bulk oil dealers, a lumber yard and a coal yard. Agreement was reached November 15, 1943, whereby MA&CR would remove the catenary overhead (too low for steam locomotive operation) by November 28th; the GN would take over all operations on Monday, November 29th, and would subsequently rehabilitate the old MA&CR track for use by steam locomotives.

Because of rail removal operations south of Anoka, rebuilt passenger

#100 pulls a pair of hopper cars across East River Road from the Minneapolis Waterworks. This and one other spur into the complex are the last Minneapolis Anoka & Cuyuna Range track that remains active today. Norm Podas photo.



For its two shuttle routes to Camden and Columbia Heights, Northern Ordnance needed buses, which were hard to find in 1943. They came up with these unusual vehicles built by Greyhound for the 1939 New York World's Fair.





Judging from the positions of the motorman and the switchman, #100 is back poling across the main plant gate driveway. Note the corporate skeet range sign at left.

motor car 3 had been equipped with MCB couplers and left in Anoka to switch the few railroad cars expected until the GN agreement could be finalized. The only real problem was handling carloads of coal for the Anoka Coal & Coke Co. so arrangements were made to temporarily have the coal cars unloaded into trucks from the GN team track; the passenger motor-car was then removed from Anoka, probably over the GN to Fridley.

It is interesting to note that a final settlement was made May 31, 1944, between Pillsbury-Washburn Flour Mills Co., MA&CR, and the GN pertaining to the Lincoln Mill spur track. It seems that Pillsbury on November 22, 1941, exercised an option in the March 6, 1922 agreement requesting MA&CR to purchase the spur track. Apparently MA&CR was short of funds at the time and was unable to make payment. In this final settlement MA&CR paid \$4,000 to Pillsbury for the spur track after which the deeds to the property were properly conveyed to the GN.

Apparently as soon as passenger motor car 3 was returned to Fridley from Anoka the frequency of passenger service was increased for records indicate that passenger service on a 20-minute headway for defense plant employees only was begun November 22, 1943. This frequency of service was to continue throughout World War II. The October 11, 1943 timetable says the streetcars ran every 30 minutes 24 hours a day. No fares were collected.

Also beginning November 22, 1943, TCRT backed all its regular "2nd St. N.E." line cars two blocks down 30th Ave. N.E. to Marshall St. to make passenger connections with the MA&CR cars; this was done from 6 A.M. to 8 A.M. and 4 P.M. to 7 P.M. weekdays. On April 29, 1944, this was increased to include Saturdays: 6 to 8 A.M. and



Just north of the plant was a small storage yard where the rolling stock was parked when not in use. Cars 1 and 2 and plow #105 are in the yard and one is jacked up for truck repairs. We know that is car 3 getting some attention on the main line because it was the only one equipped with couplers.

3:15 to 5:15 P.M.; and Sundays 6 to 8 A.M. plus the 12:45 P.M. trip.

In addition to the streetcar shuttle for workers, Northern Ordnance created a pair of bus shuttles, as seen on the schedule map on page 4. One ran from the end of the Columbia Heights streetcar line at 40th Avenue NE and 5th Street. The other crossed the Camden bridge to meet the North Washington Avenue line.

Because buses were in short supply due to the war effort, North Ordnance managed to acquire futuristic looking shuttle buses created by Greyhound for the 1939 New York World's Fair.

Freight service was continued to the

two plants of the City of Minneapolis Water Department and provided to the defense plant itself. Freight cars for the defense plant were handled from the Soo Line interchange to the south as well as from a connection with the GN Ry. at the northeast corner of the property. Electric locomotive 100 was thoroughly rehabilitated in January, 1944, for this service. (It was assigned the number 1 when re-painted but the number 100 was restored in 1946.) Apparently at least two round trips per day were operated.

The sequence for each round trip was as follows: the locomotive left the car storage yard at the defense plant

for the Soo Line interchange, picking up any empty cars at the defense plant and two water plants; at the interchange the empties were left and any loaded cars picked up. The loaded cars were spotted at the two water plants and on the defense plant lead tracks. Average time per round trip was around two hours.

Snow plow/line car 105 was completely rebuilt in May, 1944. Modifications were made to the body to accommodate installation of the Type MK control equipment from old freight-express motor car 5 inside the cab. The two C-IOL-A controllers from 5 were also installed so the car could



only. About 1947 TCRT discontinued the practice of backing its cars down 30th Ave. N.E. to Marshall St. Northern Ordnance shifted to peacetime industrial production although some artillery continued to be manufactured.

Finally, in April, 1948, passenger service was discontinued completely. After the end of passenger service in 1948, snow plow 105 was sold (minus its snow plow equipment and concrete ballast blocks) to the Valley City Street & Interurban Ry. in North Dakota for use as an electric freight locomotive. In 1949 a trailer flat car, probably built from old work car-caboose 110, was equipped with the snow plow equipment and concrete ballast blocks taken from 105 as well as the McGuire 70A

be operated from either end. The original Baldwin trucks were retained but it is not known whether the traction motors were replaced with those from 5. The overhead line tower was removed and concrete ballast blocks placed on the rear deck to compensate for the weight.

By July 1, 1944, when the physical plant was considered complete an inventory was taken; from this the following data has been summarized.

The track mileage comprised: first main track 3.38 miles, sidings 0.80 miles, and total track 4.18 miles. Of this total, 2.43 miles consisted of 80-pound rail and 1.75 miles of 56-pound rail. Subsequently in 1944 some track at the north end of the line was removed: 350' of track with 56-pound rail and a short passing track with 300' of 80-pound rail.

The rotary converter at the Coon Rapids Dam plant had been removed and placed inside the defense plant building.

Considerable non-electrified trackage existed inside as well as outside

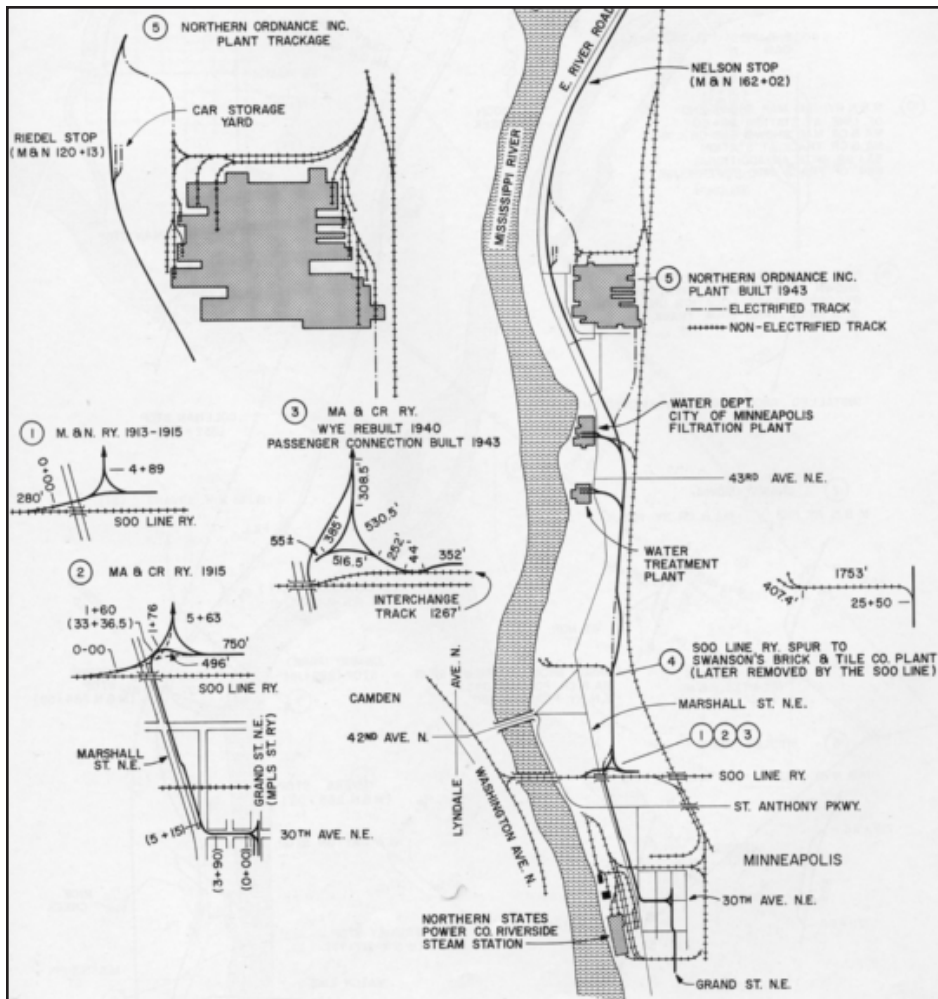
the huge plant buildings so a second-hand gasoline-electric locomotive was acquired to switch cars over this trackage. This was #7438, a Mack Trucks Inc. Model BR Standard (15 ton), serial number 171007, built May 25, 1931 at the Plainfield plant for Fegles Construction Co. (Minneapolis), from whom MA&CR acquired the unit in August, 1944. Later this unit received the MA&CR number 110, the third time this number had been assigned. Railroad cars would be placed by the electric locomotive on lead tracks at both the north and south ends of the plant. The GN also placed cars on a lead track at the north end of the plant. The MA&CR gas-electric locomotive would spot the loaded cars at various locations within the plant as well as pick up the empty cars and return them to the lead tracks. Apparently a small U.S. Navy diesel-electric locomotive was also available for this purpose.

After the end of World War II passenger service was reduced to the morning and afternoon shift changes

Above: This is close to the end of track north of the plant.

Below: Much of the track inside the plant and alongside Northtown Yard was not electrified. To switch it Northern Ordnance used these two small locomotives, a 25-ton GE and an unusual Mack, now preserved at the Lake Superior Railroad Museum.





trucks (without traction motors) salvaged from old freight-express motor car 5. This snowplow was pushed by one of the passenger motor cars or locomotive 100 to clear the line in heavy snow falls. The three passenger motor cars were scrapped on May 14, 1952.

During November, 1954, the passenger track from 30th Ave. N.E. and Marshall St. to a point 150 feet north of the Soo Line underpass was removed. This abandonment involved 0.55 miles of track. Also in November, 1954, the

rotary converter in and transmission line from NSP's Riverside plant were removed.

During August, 1957, a Waukesha Model 6 WAKDU (250 h.p.) diesel engine and 600-volt D.C. generator were installed inside locomotive 100 for conversion to diesel electric operation. The overhead trolley wire was then dismantled and the MA&CR became a diesel-electric freight switching road.

FMC Corp.--Great Northern ownership

On February 7, 1964, the FMC Corp. purchased from Northern Pump Co. the land, buildings and equipment at its Fridley location and acquired all stock and assets of Northern Ordnance Inc., which included the MA&CR. During 1966 the GN purchased 110 acres of vacant land north of the plant from FMC Corp. which GN intended for industrial development purposes. The agreement, dated December 29, 1966, included the MA&CR as part of the transaction; this comprised the 3.83 miles of track, one diesel-electric locomotive (#100), one gasoline-electric locomotive (#110), and three flat trailer cars.

At the request of FMC Corp., the three flat trailers were sold back to them in November, 1967. Mack gasoline electric locomotive 110 was sold for scrap in February, 1968, to the Duluth Iron & Metal Division of Hyman-Michaels Co., which subsequently donated it to the Lake

Superior Railroad Museum in Duluth where it has been restored. Diesel-electric locomotive 100 was donated in 1967 to the Minnesota Transportation Museum and is displayed inside the Jackson Street Roundhouse.

Early in the spring of 1944 the GN had considerably reduced the former MA&CR freight trackage in Anoka. The 850-foot siding just north of the Rum River Lumber Co. was removed, all of the sidings on the east side of the former MA&CR main track between Cross St. and School St. were removed (as the businesses involved agreed to unload cars from the main track), and 3977' of former MA&CR and Pillsbury Flour Mills Co. track was taken up. Through the years further removals were made in Anoka and today nothing remains, although part of the old Lincoln Mill spur is now a bike trail.

MA&CR trackage acquired from FMC Corp. was drastically reduced over the next few years.

1. In 1968 the GN connecting track to the filtration plant siding was removed and relocated south of the



After the wires came down in 1957, #100 was dieselized.

water softening plant siding to facilitate switching at the two plants.

2. In May, 1969, 6726' of track was taken up from about 400' north of the filtration plant siding switch, plus the two lead racks (south end and north end) into the FMC Corp. plant. (All switching for the plant was to be handled from the existing GN lead track in the northeast corner of the plant property.)

3. The remainder of the MA&CR track south of the new GN Ry. connection to the Soo Line connection remained unused but intact until finally abandoned in 1971.

Thus only a few industrial sidings are left.

The 2nd Street NE Line

-Aaron Isaacs

The Minneapolis Anoka & Cuyuna Range accessed downtown Minneapolis via Twin City Rapid Transit's 2nd Street NE line. It started as a horsecar in 1881, branching off the original 1875 line to Dinkytown at 2nd Street NE and Central Avenue (later renamed East Hennepin). It ended at 2nd Street and Broadway and the Broadway car barn was opened there at the same time. In 1888 it was extended on 2nd Street to 17th Avenue NE.

Because all the Minneapolis horsecar lines were narrow gauge, converting them to electricity also meant rebuilding the track to standard gauge. The 2nd Street line was electrified on August 4, 1891. At the same time it was extended north on 2nd Street to Lowry Avenue and west on Lowry to Grand Street. The Broadway barn was abandoned and the line was operated out of East Side Station. It was combined with the Western Avenue (later renamed Glenwood Avenue) line until 1919.



The Nicollet-2nd Street line passed the Great Northern Depot on tracks shared with the Como-Harriet, Oak-Harriet and Bryant-Johnson lines. The safety island was later replaced by one with a protective bull nose. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

In 1912 it was extended north on Grand Street to 30th Avenue NE. With the opening of the electrified Minneapolis Anoka & Cuyuna Range in 1915, the TCRT tracks were extend-

ed west two blocks on 30th Avenue to meet the south end of the MA&CR at Marshall Street.

The 2nd Street line served a mixed residential-industrial neighborhood

laced with railroad tracks. It was a blue collar, immigrant neighborhood of Italians and Poles. The Grain Belt and Glueck breweries were a couple of blocks away on the east bank of the



Above: Not everyone rode downtown. This lady is alighting just before the car turns from 2nd Street NE onto East Hennepin, where there was a large business district, as well as transfers to other streetcar lines. Art Rusterholz photo.

Below: A block north of 1st Avenue NE, the street climbs over the Great Northern Railway. Russ Olson photo, Minnesota Historical Society collection.



Above: A southbound PCC crosses 1st Avenue NE, passing the Yellow Cab garage. Ed Nelson photo.

Below: Looking north from 8th Avenue NE. The big building is the Little Sisters of the Poor convent at Broadway, where 2nd Street makes a jog to the left. Bob Schumacher photo.





At 13th Avenue NE was the transfer point to the Broadway line. Russ Olson photo.

Top right and below: At 18th Avenue the streetcar crossed the Northern Pacific's "Mulberry Line". Bob Schumacher photos.





Top left and right: The line narrowed to a single track to cross the Northern Pacific on Lowry Avenue, just west of 2nd Street. It also connected here with the Lowry Avenue bus line. James Kreuzberger and Frank Butts photos.

Left: Looking east on Lowry from Grand Street, two blocks west of the NP crossing. Frank Butts photo.



Top left and right: On Grand Street, the line crossed a pair of industrial spurs at 26th Avenue and 28th Avenue. Both photos show streetcars crossing 28th Avenue, the south track into the Riverside power plant. Bob Schumacher photos.

Left: This aerial photo of the Riverside power plant from about 1930 shows the sparsely developed neighborhood. The 2nd Street line can be seen on Grand Street from 28th Avenue to 30th Avenue, where a streetcar is sitting on the wye. Look closely and you can see the Minneapolis Anoka & Cuyuna Range track on 30th Avenue and Marshall Street. J. E. Quigley photo.



MA&CR interurbans turned this corner from Grand Street and traveled west on 30th Avenue to Marshall Street, just before the Riverside power plant wall in the distance. From 1943 to 1947, 2nd Street NE cars backed down to 30th & Marshall to meet the MA&CR shuttle to Northern Ordinance. Norman Rolfe photo.



A PCC wyes out at 30th and Grand Street NE, end of the 2nd Street NE line. Sandy Goodrick photo.



A Nicollet-2nd Street NE car turns from Hennepin Avenue onto 1st Street in downtown Minneapolis.



The MA&CR track to the Soo Line freight interchange splits off to the right. The track leading to the left in the foreground is the old passenger line to 30th and Marshall.



Dieselized in 1957, #100 ran until the railroad was purchased by the Great Northern in 1966. It was donated to the Minnesota Transportation Museum and is shown here arriving at the museum's leased building in the former Northern Pacific's Como Shops in 1967.



MINNESOTA STREETCAR MUSEUM

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August 2021

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